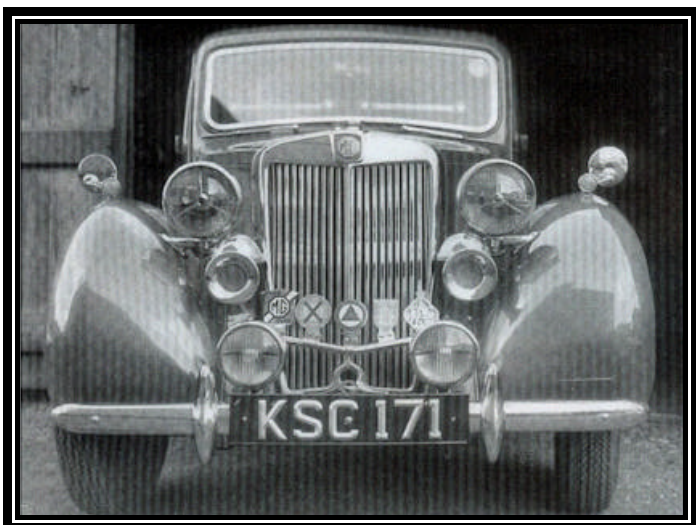
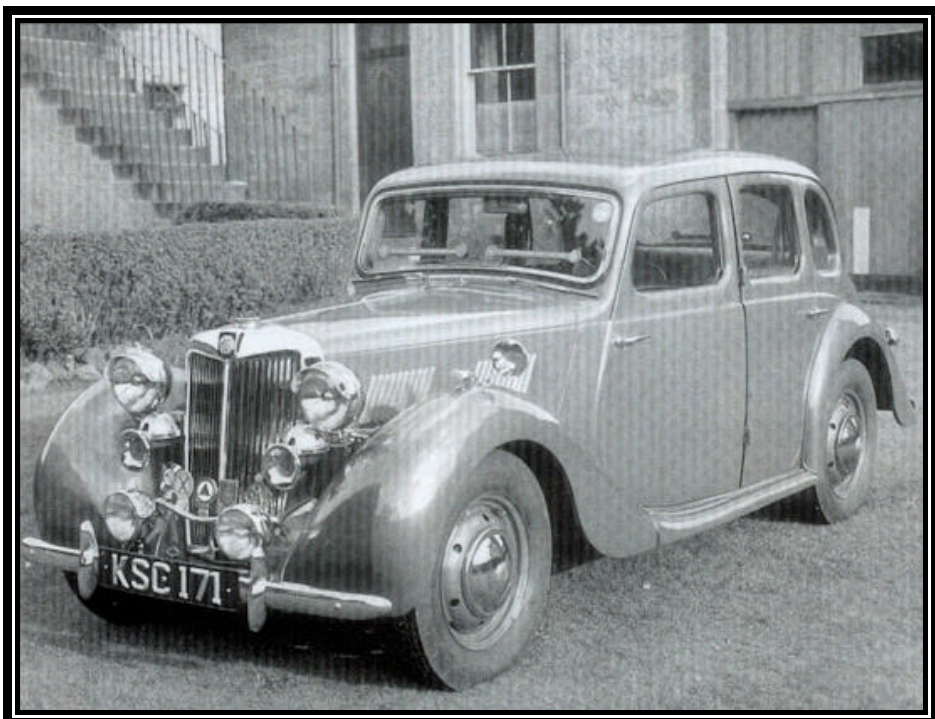


Special MG **Y** Type Saloon

Engineer Derek Robinson purchased an MG 'Y' Type Saloon new in 1951 and had the car exported to Malta where he was currently living. Despite being 45 years ago, he still had to wait approximately one year for delivery, a trend still being experienced today by anxious MGF owners. Derek and the car returned to England the following year when he made a few plans for this particular Y Type. Over the following few years he implemented many modifications until he sold the car in 1965, having covered only 20,000 miles. "It was my aim that from 1954 onwards my 'Y' Type would be the best example of the model within the UK and from 1957, probably the most modified with meticulous attention to detail, non-competitive road-going version in private ownership" said Derek. "Also, it was my intention that the additional extra performance available (for the late fifties and early sixties!) from the many engine modifications, should be adequately controlled by enhanced road holding and braking performance additions and modifications." Some of the work was highly skilled but Derek was well qualified to carry out these tasks, having served an Engineering Apprenticeship from 1938 – 1943, serving the last 2.5 years in the Works Toolroom to qualify as a "Jig and Toolmaker hence acquiring the necessary machine-tool experience and expertise requires to undertake all the machining operations for the engine and other modifications."



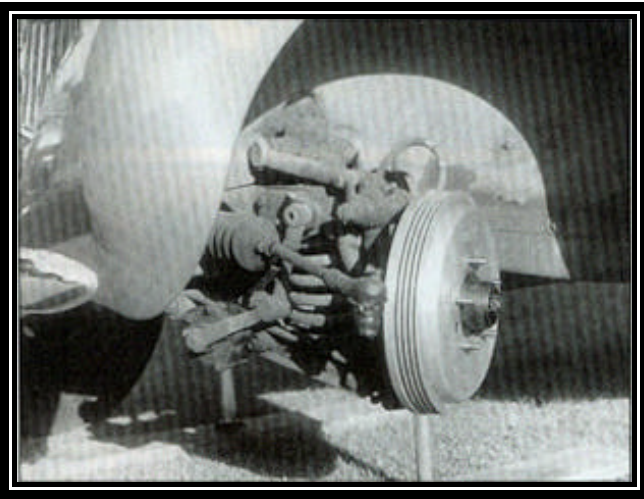
Lucas long range headlamp units, matched fog and pass lamp with original equipment, non standard number plate mounting between YB over-riders, twin chromed windtone horns.



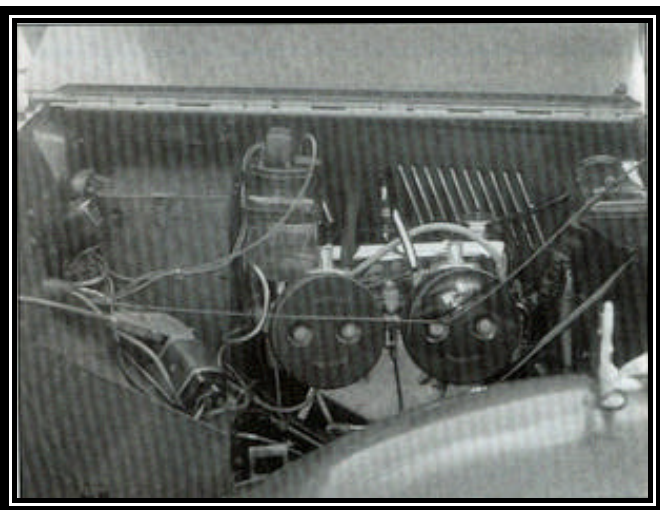
Ventilated disc wheels with oversize tyres; windtone horn mountings fabricated from solid aluminium, polished and fitted with chrome plated screws; Lucas interior dipping rear view mirror.

During the work on the car, Derek kept a full documented history of this car all recorded in a hardback covered book which sadly disappeared when the car was sold. He has re-written as much as he can remember and states "the information is written from the memory of a 74 year old!" However, it is a comprehensive account of everything Derek ever carried out on the car. Anyone interested in learning the full details are welcome to contact Derek through the MGOC.

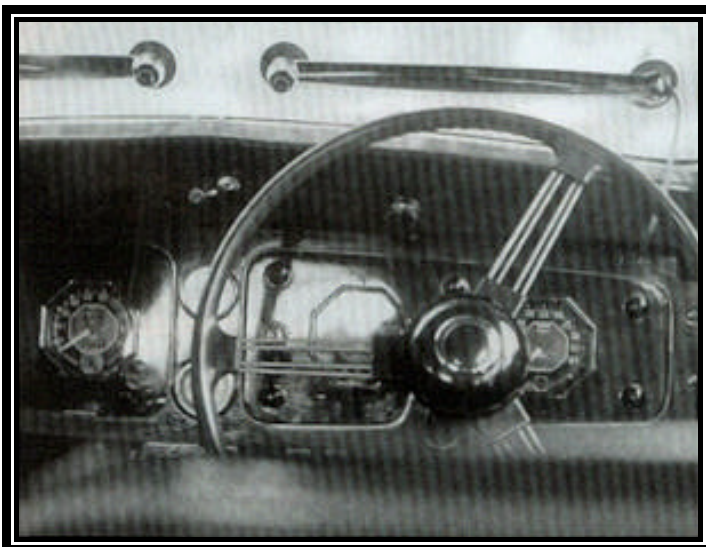




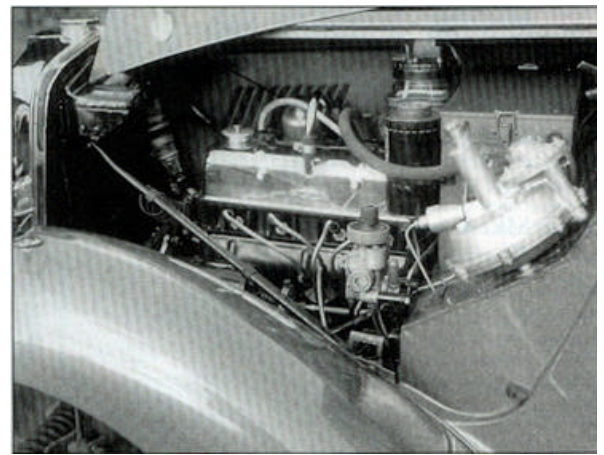
Supplementary 'Andre' friction dampers as fitted to Mk II TD Midget, 'Alfin' light alloy brake drum, grease nipple protection caps and the standard hydraulic jacks.



MG TF Midget 1 1/2" carbs and air filters, TC Midget four branch exhaust manifold, modified throttle and mixture controls, Lucas windscreen washer, radiator blind control with 'Kirk' cable lubricator, 'Kedex' 4-way connector and pipes, chromium plated rocker cover and breather pipe, polished carb piston chambers, absence of original 'L' type S.U. electric petrol pumps from side of battery box.



TF Midget rev counter, combined oil and water temp gauge, 'Kedex' vacuum gauge and turbocharger.



Clayton Dewandre brake vacuum servo unit, modified mounted for hydraulic jack pump control, rev counter drive, water temp gauge capillary, bulb connection fitted in engine side of thermostat, chromium plated rocker cover and breather pipe, absence of fan blades. Battery master switch is masked by brake servo, ignition hand over-riding control cannot be seen, 'oilcoil' is fitted to wiring valance adjoining top of chassis in approximate position shown by HT lead.

KEY DATES IN THE LIFE OF Y TYPE SALOON KSC 171

1. Purchased new in Malta (export model – colour Bronze) mid 1951 after a wait of approximately one year for delivery.
2. Imported to UK December 1952 and allocated UK registration number KSC 171.
3. Returned to MG Car Co., Abingdon in Jan/Feb 1953 for rectification of original defects, unsatisfactorily corrected by the M.G. Malta Agents.
4. First performance mods (raising comp. Ratio, matching manifold parts etc) commenced mid 1953.
5. Further mods undertaken throughout 1954 to mid 1957.

NOTE: All mods enhancing performance were road tested against a friend's standard TD. From late 1955 'my' car could out perform a TD in acceleration (in spite of the much heavier weight penalty) through the gears in the 30 – 50 and 40 – 60 speed ranges, 2nd and 3rd gears but not outright speed.

6. From mid 1957 to the end 1961 (during prolonged overseas service) car laid up and fully preserved.
7. Last and final mods (twin 1 1/2" carbs, high pressure fuel pumps, staggered pitch valve springs etc. etc. to full TD specification) all undertaken early 1962 – late 1963.
8. Mid 1965 car with all documentation and original parts as removed during modifications etc. sold to McKays Garage (main BMC agents). Total mileage approx. 20,000 miles.
9. Late 1965 early 1966 during my absence abroad, car was sold.
10. Car was 'sighted' in the Kirkintilloch area to 1970.
11. Last known sighting 1974/75 in Glasgow. Car apparently not in good condition and had suffered collision damage.
12. All modifications were carried out by me including all manufacture and fitting of non-standard/non-available parts.

Enquiries have revealed that KSC 171 is still around and naturally Derek would love anyone with knowledge of this Y Type to get in touch via the MGOC.